

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 EURE-00 EB-04 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-05 NSAE-00 RSC-01 FAA-00 L-01

SAJ-01 SS-15 NSC-05 SSO-00 NSCE-00 INRE-00 /047 W

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FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 5975

INFO USMISSION USBERLIN PRIORITY

AMEMBASSY LONDON

AMEMBASSY PARIS

C O N F I D E N T I A L BONN 17040

E.O. 11652: GDS

TAGS: EAIR, PFOR, WB, UK, US, FR

SUBJECT: AEROAMERICA APPLICATION

REF: A. STATE 237803; B. 236154; C. 229176

1. UK CAA GROVES TOLD US TODAY THAT HE HAD HAD AN OPPORTUNITY TO DISCUSS AEROAMERICA'S APPLICATION WITH BRITISH CIVIL AIR AUTHORITY OFFICIAL GARDNER AND HAD LEARNED THAT UK WAS STILL RELUCTANT TO GIVE ITS APPROVAL FOR BERLIN OPERATIONS TO A CARRIER LACKING AUTHORITY TO ENGAGE IN COMMERCIAL FLIGHT ACTIVITIES IN THE DOMESTIC JURISDICTION OF AN ALLIED GOVERNMENT. GROVES VOLUNTEERED THAT UK WAS GENUINELY CONCERNED ABOUT THIS POINT AND WAS NOT STALLING IN ORDER TO PERMIT A BRITISH CARRIER TO PICK UP THE BERLIN FLUGRING CONTRACT.

2. EMBCAA REPEATED US POSITION THAT FAA 121 CERTIFICATE SHOULD SERVE AS GOVERNMENT STANDARD TO DETERMINE ACCEPTABILITY OF A US FLAG CARRIER FOR BERLIN OPERATIONS. WE STRESSED THE IMPORTANCE OF A PROMPT RESOLUTION OF THIS MATTER, SINCE WHETHER
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BY DESIGN OR NOT CONTINUED BRITISH HESITATION WOULD

IN FACT RUN THE RISK OF AEROAMERICA LOOSING A LUCRATIVE CONTRACT. UNDER THESE CIRCUMSTANCES EMBCAA TOOK THE POSITION THAT THE BRITISH SHOULD NOW INDICATE CLEARLY WHAT EVIDENCE THEY WOULD REQUIRE TO OVERCOME THEIR DIFFICULTIES RE CERTIFICATION. AFTER CONSULTATION WITH GARDNER, GROVES SAID HE WOULD ACCEPT A LETTER SIGNED BY THE EMBCAA GUARANTEEING THAT THE US GOVERNMENT WAS FULLY SATISFIED THAT AEROAMERICA WAS FINANCIALLY AND OTHERWISE COMPETENT TO ENGAGE IN CIVIL AIR TRANSPORT CARRYING INDIVIDUALLY TICKETED PASSENGERS AND WAS THEREFORE ELIGIBLE TO PERFORM INCLUSIVE IT CHARTERS FOR THE BERLIN FLUGRING AND OTHER BERLIN TRAVEL ORGANIZERS.

3. EMBCAA ASKED WHETHER THE BRITISH WOULD BE WILLING TO GIVE THEIR CONCURRENCE ON OCTOBER 31 IF PROVIDED WITH SUCH A LETTER. GROVES SUGGESTED THAT THE CAAS MEET TOMORROW MORNING TO DISCUSS THE MATTER AND IF US CAA'S STATEMENT MET UK REQUIREMENTS (I.E., ABSOLVING UK CAA OF RESPONSIBILITY FOR ANYTHING THAT MIGHT GO WRONG WITH AEROAMERICA'S OPERATION IN BERLIN), HE WAS CONFIDENT THAT THE QUESTION COULD BE RESOLVED IMMEDIATELY.

4. COMMENT: WE, OF COURSE, POINTED OUT TO GROVES THAT WE WOULD NOT BE IN A POSITION TO CERTIFY THAT AEROAMERICA COULD PERFORM IT AND SIMILAR COMMERCIAL SERVICES IN THE UNITED STATES, BUT THAT WE WOULD PROBABLY BE ABLE TO CERTIFY AS MUCH FOR THE BERLIN MARKET. IF THE DEPARTMENT CONCURS, WE WILL DRAFT A LETTER DRAWING ON PARAS 2 AND 3 OF "C" ADDING THAT US GOVERNMENT WAS THEREFORE SATISFIED THAT AEROAMERICA WAS COMPETENT TO PERFORM AS A SUPPLEMENTAL CARRIER IN THE BERLIN MARKET. ACTION REQUESTED: THE DEPARTMENT'S VIEWS SOONEST. HILLENBRAND

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